### THE GREAT SNOW STORM.

The Effect on the City Railroads, Ferries, Telegraph Lines, Shipping, Mechanics, Malis, Merchants and Theatres.

THE METROPOLIS IN A SNOW DRIFT.

INTENSE COLD HERE AND ELSEWHERE.

NECESSITY OF CLEANING THE SIDEWAL &S.

NEW YORK IN A SNOW STORM. AN ARTIC VIEW OF MANHATTAN ISLAND—SUPPERINGS OF THE POPULATION WITH THEIR GAS AND WATER FROZEN—GREAT STAGNATION IN BUSINESS—PERIL OUS PROMENADE DOWN BROADWAY—CONGEALMEN P OF THE OPERA—THE THEATERS UNDER A SNOW

BLANKET-TERRIBLE STATE OF THINGS GENERAL-

People who have not read Doctor Kane's exceedingly nteresting Arctic explorations, [cannot be supposed to know what winter really is, or how cold we can really be without congealing together. We make this little bit of preface as a warning to those grumblers who make such terrible fuss over the little firt of a storm which we had yesterday. Why, up at Smith's Sound they would consider it the greatest fun in the world. The ungrateful Manhattaners make a terrible fuss over it, however. Up to Saturday they had en joyed a pretty respectable style of weather, and were flattering themselves that they were going to have a nice mild winter. Even the Sage of Brooklyn, with that Buneby like wisdom for which he is so emiaently distinguished, said, "If so be there will be a mild winter Why so? But if not, why you had better get ready for a hard one." But they didn't do it. They ate, drank and were morry, and the result has been all sorts of petty annoyances, and turned every man into an Arctic ex-

Even as we write we may say the end is not yet. Every great storm is of course the worst that was ever known, even as every baby is the fattest, the handsomest, the cleverest and the best that was ever born into the world. We will only go back a year to the storm of Saturday, January 5, 1856. It was a fitting introduction for the new year. It commosced on Saturday evening, and was over on Sunday morning certainly a more comfortable style of storm than that which has lately visited us. More snow fell in 1866, but the storm in other respects was a small affair. The storm of 1887 rises to respectability in comparison, and will be considered the greatest ever known—till the next one. Any one who happened to be out last Sunday night, can testify to the violence of the biting northeasterly wind, and the peculiarly and decidedly affectionate properties of the snow, which was tiner than any impalpable powder over ground by a chemist. The streets were almost deserted. Even the accommodating gentlemen wno inquire the time of night in dark places, and then garotte you, were forced to shrink away to low barrooms, and there drown their disgust at the duliness of trade with petations "potile deep." The celd was so intense that the gas pipes refused to do their office. Many of the street lamps stepped out altegether, and direful were the

when it was ascertained that the water wouldn't run and the gas wouldn't burn. We are speaking now of those well to do in life. The

We are speaking now of those well to do it life.

sufferings of the poor are beyond description—

Poor naked wreiches, wheresoe'er you are
That bide the politing of this princes storm,
flow shall your houseless heads, and anfed sides,
Your loop'd and window'd raggedness, defend you

From seasons such as these.

Take physic, pomp;

Expose threalf to feel what wrestones feel,
That thou may'st shake the superflux to thom,
And show the heavens more just.

In plain prose, ye that have the good things of this life -who toast your toes at the glowing anthracite-whomwarp yourselves in furs-who have double windows

member the poor ye have always with you. Returning to our muttons and our snow storms-albeit the storm commences on Sunday, but few suspected its intensity. Every body, except journalists and firemen, stuck (ast to the chimney corner, and concluded that it

would be all right in the morning, which it decidedly The morning opened even more gloomily than the

city from King's Bridge to the Battery. The wind swept across the island in fierce gusts, and dritted the snow in some places to the depth of three or four feet. Up town residents looked in vain for early stages or city care. pay down town, flattened their nosce gloomily against the snowed-up window panes, reluctant to go out, and Morrisania, Carmansville, Fordham, and other classical localities in the "syliabubs," experienced the delights tlemen who came to their business by sea fared is old elsowhere.

so gay, so obserful, presented a most dismal aspect. The wind had a clean sweep from river to river the fine particles of anow were whirled into your eyes, your nostrile, under your gloves, inside your shirt collar, while pedestrianism, without some knowledge of the science of rope dancing, was almost a physical impossibity. The shops were blocked up with snow and looked descrited by all the world-the theatres and hotels presented an equally wee-begone appearance. A small num ber of omnibuses were running with double teams of horses, and drivers rolled up to the evebrows in ture and blackets How they can discharge their multifariou duties-involving the care of a four-in hand, looking out for people who want to get out and those who want to get in-exchanging money-avoiding all sorts of obstruc sharpest eyes could not discern any object half a block shead, passith our comprehension. We are of opinion that they must have the involnerability of Achilles, heel and all—the hands of lings a day, and long days at that. Decidedly there should be a grand testimonial gotten up for the omnibus were nothing to them. They never would have driven Pharoah's charlots into the Red Sea we'll be bound. They would have landed him safe at the South ferry

Some few sturdy pedestrians casayed a Broadway promenade, chiefly to see how it seemed under unfavera circumstances. Difficult was the task. The wind was almost strong enough to take one off his feet, most brisk exercise necessary to keep up the circulation in the extremities. The sun made a most disreputable fatture in attempting to burn a hole through the sky, which was the color of ten lend. But few of the fair sex ventured forth, but they stood the storm with much more fortitude than the men The sex has any amount of latent fortifude, and we have often thought that a women's expedition after Sir John Franklin would be apt to find him if he is findable. Some o the strong-minded women might find the open polar sea capital place to cool off in, and they could found a ropub lic of their own, without the slightest difficulty.

The storm was too severe for young New York to bring out his fast trotter, with the new sleigh, which he has been so long anxious to parade in the Fifth avenue. No private equipages were to be seen in Broadway, the drygoods clerks leaned lazily over the counters, the police men sheltered themselves in the warmest nooks the stage sleighs made desperate efforts to how! out s drunken chorus, but the weather was too hard even for ogether it was a desperate, villanous, snowy, blowy, loy dal, nasty, windy, shivery, freezing, disqueting, dis le, unmitigated humbug of a day. Down town erchants had 'change as usual; nothing could sus one up. The Opera congealed-not to be thawed out till lay-everybody that had a home and a fire clung

for Jack Frost, an ill wind that blew nobedy any good, and everybody more or less harm. Even the sleigh bells. the music of which makes a snow carpet bearable were not to be heard. It was a day to make any one doubt about the existence of any such thing as a Fourth of July, and believe that the Declaration of Independence had been superseded by a decree of the Ise King. Suci a storm is an immense drawback to the business of the city, and it will take us several days to get all straight again. In the mean time we urge upon the police the necersity of seeing that the sidewalks are cleared. It is their duty to take care that the ordinance is enforced; and we would also say to the shopkeepers in Broadway and elsowhere that they will flud their trade improved by clearing away the great anow drifts in front of the stores. A few shillings spent for a snow shovel, with a pipe and an Irishman attached, may keep a stout fellow

A great storm is bad enough; it arrests many kinds of business, causes intense suffering to thousands of poor people, and is an immense nuisance to everybody, but much of its horrer may be ameliorated by the liberal use

### THE TEMPERATURE.

This storm has not only been the most violent within ralieled in the severity of the temperature. For thirty years we have not had such weather. There have been this one: we have had violent hurricanes, but none so protracted; we have had snow drifts, but none so unpleasant as the one that now nearly buries our city.

This cold spell properly commenced at 10 o'clock P. M. on Saturday, when the mercury marked 10 degrees, and by the following morning had fallen 6 degrees pelow zero. It ran up to 4 degres above zero by 10 A. M., Sunday, and continued at about that point for thirty hours, not varying over two degrees durtry all that time. During Monday afternoon the weather moderated slightly, and at 11 o'clock last night the mercury marked 15 degress, with the wind blowing a gale from the west, and the stars shining brightly in a clear

Saturday,	10	P.	M					 	10	degrees	above:	zero.
Bonday,	5	4	M						6	degrees	below	zaro.
**	7	**						 		zaro.		
**	10	**						 	4	degrees	above	ero.
**	12	M.							4	degrees		
66	3	P.	M						6	11	14	*1
**	6	46	T						6	41	66	4.6
44	11	-						 	- 5	- 66	4.6	64
Monday.	4	A.	M						3	.45	+4	44
	10	**	T.						6	- 44	**	84
44	12	M.					80		8	**	6.6	44
44	3	P.	M						10	**		+4
44	6	14	П						10	66	14	66
**	10	45							15	**	66	44
The snor		whi	ah	-	al	In		ne	PD/	on hon		mand

shortly after nightfall, and it cleared up with a cold dry westerly wind blowing.

## THE CITY BAILROADS.

New York was in a terrible condition yesterday for want of vehicular accommodation. Railroad cars were almost an impossibility; stages were ridiculous, even with four horses, and sleighs found too much and too soft pedestrian could move along faster than any of them, particularly where the wisd came rushing round the corners of bye streets, laying hold of his coat tails, and ending him sailing swiftly over the snow. But the cars began to get out towards noon, with six horses, and in some cases eight harnessed to them, and snew ploughs going before to clear the way.

FIRST AND SECOND AVENUE.

This live ran cars every five minutes on Sunday after neon until the track was blocked up with anow, about 6 P. M., when they ran four horses to each car until they ran five cars instead of thirty, their usual number and six horses were harnessed to each. Several handred through various narrow bye streets, required the snow to be carted off. As much as \$5 a cart was offered yesterday afternoon by the company, but with few takers. This line deserves praise for its endoavors in keeping the track open against such obstacles as the rarrow streets

Only a small number of cars were running on this route yesterday, nearly all of these stopping at Poarl or Chambers street. The sleighs, however, became frequent, particularly towards evening.

FORTH AVENUE.

The late complaints against this company have appa. car with eight horses, and this was kept up every hour earnest of future amendment.

SIXTH AND EIGHTH AVENUES. These cars kept running all day at intervals, with six-

RAILROADS OUTSIDE THE CIPY. Two trains were embedded in the snow in the Harler Railroad, between that place and New York, and severa trains were also caught in the same predicament between the Harlem river and Morrisania.

On the Hudson River Railroad we learn that owing he severity of the storm no trains left the city yester day, nor were any upon the road. If the storm every exertion will be made, to day, to despat ch the 11 10 A. M. Albany train from Thirty fret street-not from Chambers street, as usual. THE NEW JERSEY CENTRAL RAILBOAD.

All operations on this road have been suspended at noe

Saturday evening, causing much inconvenience to thou sands residing in Elizabeth, Plainfield, Easten and man other towns along that section of the country through which the Central Railroad runs. The ferry between this city and Elizabethport has ceased, so that it is to possible for persons to travel on this railroad even though the track should be cleared of the vast beaps of snow that encumber it.

The steamboat Wyoming, of this route, attempted to proceed to Elizabethport in the face of the storm yester day morning, but the weather was found to be too seve so the pilot was obliged to " bout ship" and return t New York. As the Wyoming proceeded down the bay the beavy masses of toe floating here and there, in mense fields, prevented much headway being made The wind, too, increased with terrific violence, and drove the ice with fearful weight against the hull of the vors The Wyoming had proceeded about halfway between this city and Robbins reaf, when the danger of founder ing amidst the ice became so apparent to the officers command and the passengers on board, that it was determined to put back for pier No. 2 North River. Bu even this was not accomplished without much danger and rouble. So strong was the wind, and so heavy was the ice, that it regired all the skill and energy of the crew to keep the boat from going ashore at Oyster Island. The mbined forces of the wind and ice well nigh proved disastrone to the Wyoming, her passengers and crew However the danger was weathered in safety, and the ecal succeeded in returning to her pier in safety. The result of the Wyoming's attempt to reach Elizabethpor pot all ideas of recommencing operations on the New Jersey Central Railroad out of the question. An effor vill probably be made to communicate with Elizabethpe -day. Meanwhile such residents of New Jersey as are unfortunate enough to be placed in embryo, will have to remain satisfied with hotel fare until they can reach

THE CAMDEN AND AMBOY BAILBOAD. The John Potter has remained at her wharf, Pier No. R. R. since Saturday evening ; a fact which has led mos persons to believe that all operations on the Camden and Amboy Railroad have ceased for the present. The severi ty of the storm, together with the presence of an unust quantity of ice in the bay, prevented the steambest or this line from making any trips yesterday. From presen appearances there is little prospect of any comm being had with Amboy for the next two days. The stron wind from the north and north west has driven large quantities of thick ice into the kills, and rendered gation a most hopeless task. We understand an effor will be made to get the John Potter off to day, but it to thought the attempt to reach Amboy will be fruities.
The dock of this railroad company, at the foot of Batter; place, is covered with huge piles of freight which have ac cumulated since Saturday afternoon. The pier was visite by anxious hundreds yesterday, who were shut out from their homes, but they received but little encouragemen

their more comfortable homes.

NEW YORK AND ERIE RAILBOAD.

the Jersey Chy depot during the day or evening. Thet rain which left Patterson at 8% o'clock yesterday morning did not reach Jeasey City until 7% o'clock P. M. The Cincinnati express due at 0.10 P.M., on Sunday reached Bokokus, 24 miles from Jersey City, at 5-o'clock esterday evening, with their locomotive attached, and got fast in the snow. No train left Jersey City on this road yesterday. There would be no milk train in this

This road is badly blocked up with snow, especially the Bergen cut. The train from Philadelphia known the "Ow! Train," due at 5 o'clock A. M., yesterday, a Jersey City, did not leave Philadelphia. The first trai which reached Jersey City from Newark yesterday wa at 3% o'clock P. M. Two trips were afterwards made be tween the two places. The usual trains did not leav Jersey City yesterday during the day. The 60 clock P M. train for Philadelphia left as usual, and when tas

### THE FEBRIES .

The appearance of the docks yesterday on either sid of the city was the most Arotic imaginable. South and West streets were almost entirely desorted; here and of a liquor store, and staring at the solitary passer by, as though questioning his right to be out in such weather Dogs, which generally have business in the neighborho of the docks, stayed at home yesterday, and but few horses were seen fulfilling their doctiny. The shipping was frozen in and immovable. The snow had drifted into the docks and piled itself against the vessels' sides the decks were covered, the spars and rigging thickly frosted, and not a being appeared to break the rollind and melancholy of the scene. Wherever an open space could be found, there was a field of ice; for the wind whistled over it, gathering up the snow in its course and hurling it into the side streets. These were impassable te aught but seven league boots. All business was at a stand still. An entire city seemed shroaded in Arctic

The North and East rivers were des orted, save to a few ferry boats We say a few, because most of them are laid up, having either damaged themselves in the ice, or the state of the river preventing their putting off. The

boats running yesterday.

EAST RIVER FERRIES.

BROOKLYN, FROM CATHERINE SLIP.

On Sunday, one boat was run every half hour. Yes terday two boats left every quarter of an bour, until 10

The boats ran pretty regularly on Sunday. On Monday they left either side as quickly as possible, but at half-post two in the afternoon, the most powerful boat of the company, the "Nassau," broke her shaft in the ice. She was fortunately close to the pier and had but little diffi culty in landing her passengers. This ferry is the only certain means of reaching the Long Island shore at such times as the present.

This line is now closed, and has been so since in aturday week.

BEOORLYS FROM ROOSEVELT STREET.

Only one beat is running, making as frequent trips as the state of the river will permit. No boat ran yesterday

The approach to the loot of Wall street, generally se full of life, was the most desolate imaginable. Not a per son was to be reen, and it was with difficulty that our re porter reached the ferry house. The wind had blown the snow down Wall street, and piled it up against that wilding and the approaches; there was no pathway in the literally untredden snow, and the legs penetrated to the kees at each step. The building when reached was found to be deserted, no boats running either yesterday

or the day before. The walk from Wall street to South terry was anything but pleasant; no open doors, no rencontres by the way. den in the neighborhood, for the entire traffic of the lin now patronizes the Futton ferry. The Battery is an awful object to contemplate. The occupants of the varicus fruit stalls about the railing were absent, and the Storm King has become tenant, filling up the sheds and rolling the snow against them in great heaps. The enclosure is impassable, and nobedy seems to have at tempted entering it. A field of ice stretches from the shore far away into the bay, and the snow too lies rently waked them up. A little after noon, yesterday, | thickly upon it, making the white field appear illimitiess. would be entirely descrited but for a few omnibus sleighs which arrive there from time to time-no doubt out o respect for az old custom : there can be no other respect

> WILLIAMSPURG FROM GRAND STREET. One boat only was running yesterday and Sunday. the Division avenue line two boats ran as frequently as the ice would permit them,

WILLIAMSTURG PRON HOUSTON STREET. There is but one boat running on this line. WILLIAMSBURG THOM PROK BUP.

Four boats occasionally run, but three of them are not aid up repairing-iwo at the Novelty Works, the other at the company's dock. These three were all damage by the ice. The O neets was the only one running yes terday, at long intervals, until 11 A. M., when her stop occk burst, and she was unable to sail until 4 P. M. We are informed that this ferry, at this season of the year, s suspen ded about two thirds of the time.

NORTH RIVER PERSONS. On the North river all the ferrice have been obliged to stop rurning, with the exception of the Jersey City and Parcisy street to Hoboken. West street wears the same deserted, melancholy look as South-the very loafers even, being removed away from the corners, and grog shops having apparently disappeared from the neigh

STATEN ISLAND PERSIES. Governor Rodman Price's proposition to annex States

Island to New Jersey, seems to have met with favorable consideration from Jack Frost, for the wind which gen rally drifts the ice round from the North river into East river, has taken a change and now blows it towards the epet designated by Rossuth as "that lovely but exposed nland."
On Saturday night last the wind changed from north

west to northeast, setting all the drift ice in the bay to wards the castern shore. A strong gale, backed by the thermometer at four degrees below zero, held it there so firmly together, that all communication with our city of Sunday became an impossibility. Several accidents on curred on the shore of the island; amongst others, the ice parted the moorings of a brig and a schooner, both of which were lying at the Public Store dock and carried hem along the shore as far down as the steambeat dock at Quarantine landing, both vessels being damaged.

At the present time there is a large number of outward vessels lying of the various wharves on the gland, and three or four tow-boats are freeen in. teamboat Huntress has run into the ferry aile and frozen cantward for some time to come, it is likely that bot oats will succeed in keeping in their present condition.

The steamboot Hunchback attempted to leave Vander bilt's landing at S A. M., on Sunday morning, but the tide being out, the wind and ice pressed her so close t above, she was obliged eventually to take the back track At high water she was a little more successful, for after two hours' hard fighting with the packed ice, she reached the Quarantine landing. From this point, as far as the ere could reach the bay seemed to be a solid mas of ice, and and as a snow storm was about commencing the captain decided on not venturing out farther until the following morning.

This was a sad misforture to the Staten Islanders, for hey have lately been crowing loudly about their regular communication, every hour and a baif, with this city and laughing at the reports of ferries to Brooklyn and Williamsburgh being closed up by the ice. But it is their turn now. Jack Frost has got them on a lee shore; and If he centinues to hold the wind cast, and the thermome er at zero, as it was on Sunday and part of yesterday, he will soon close their mouths about Brooklyn, Jersey City, Ac., and force them to use their legs instead o tesmbents. The oldest inhabitants declare that such weather was never before experienced upon the island i their recollection, nor was the thermometer known to clay at zero all day, with an east wind; whilst a snow storm occurring under such circumstances upost all pre

The States Islanders were indebted to Captain McLane for their SUNDAY'S HERALD. He made two trips in the Huguenet, a Port Richmond boat, on Sunday, one up and one down, landing the passengers at the Public Store Dock. On the evening of that day, the inhabitants were seriously thinking of walking to this city on Monday and saving their sixpences. The same snow storm which fillo our streets gave them a beneat also, and individuals inform us that the drifts on the roads are in many places seven feet deep. One gentleman, residing at New Brighton, says that flading no boats left his part of the island for New York, yesterday morning he started for Quarantine landing with a horse and wagon, but seen found the seew drifts were too deep, and he was forced to return. Twelve individuals then started for Quarantine on foot several gave in before getting half way, but after or bour of what sur informant describes as "the hardest walking he ever experienced," six of them arrived at the boat, but only three has the courage to leave in her. This was th Hunchback, and she put off with about thirty passengers at 10 A. M. yestorday morning. Among those on boar were three patent-safe men, let out of Richmond jail yes terday morning, after undergoing six months imprison ment. The trio were in full summer costume, white hats light inexpressibles, and minus overcoats; they were prosty well known to all on beard, and were given as profit well known to all on beard, and were given as wide a birth as possible. After salling about the bay during some two hours and a half, the Henchback approached Whitehall, but a dense snow storm came on, which prevented the pilot seeing oven the bows of the boat, and after endeavoring to put back they came up against Bedloc's Island. After lying to some time the Captain put her head in the direction of Jersey City, which spot they reached at about one o'clock. The Hunchback moored to a number of tow boats, and the passengers had to cross them to reach the shore. The change in the wind, however, is rapidly clearing the lee out of the course of the boats, and before long they will be enabled to resume their regular hour and a half trips.

AN ARCTIC JOURNEY FROM STATEN ISLAND TO NEW YORK. On Sunday last two residents of Staten Island-the one

member of the press, the other a member of the express (not Express newspaper, but express business)—started from that lovely but exposed island to go to the city. The hour of departure was about balf-past 2, P. M ; the conveyance --. It was foully hoped that the Hunchback which had been firing up all day, would go off at last and the travellers went to look at her, and just arrived in time to see her ten yards from the wharf. The agent was on board, apparently agitated; there was a melan choly consolation afterwards in seeing her fast in the ice, between Quarantine and Stapleton. Next hope was the line on the north shore. Through a pretty hard storm the wayfarers drove to New Brighton, where the Hugue. not was due, but where she was not. On inquiry, it turn ed out that Captain Charlie McLean, her skipper, had said he would go up at any cost: and Captain Charlie McLean being reputed a man of great courage and determination the travellers waited patiently. Just as their patience became exhausted, in came a gentleman with a yellow beard, the end much irosted; he said the Huguenot had left him behind, and would soon be here. More patience after this, and a good deal of interest in the man with the sellow beard. But 4 o'clock came, and the Huguenot did not; so the travellers resolved to go to her.

She was very comfortable, the old tub, in as pretty a bed of ice as you ever saw, at her own dock at Port Richmend; with three inches et snow on her deak, her crew with their wives, and Charles McLean bearing up against the cold at a red bot tavern stove with a whisker rkin. So nothing was to be done with her.

Here the travellers raised their voices, and strove to tempt the Richmond chivalry to lerry them across to Bergen. The Richmond chivalry received the travellers offer with severe scorn and an accumulation of pegatives "No boat couldn't never cross there nohow," was the corral sense of the assembly round the red hot stove. As Adam was tempted with an apple, so the Rich monders were tempted with older, or something stronger They became argumentative. They reasoned with the travellers, and warned them that their lives would surely

be lest in attempting to cross. The gentleman of the ex press said he would pay anything. The gentlemen o the press, being practical, said five dollars.

Captain Charles McLean twisted a red shawl round bit threat and went out. It blew the words down one's threat, and the snow fell at the rate of an inch a minute But two lade, of eighteen or twenty, in a skiff used for

commer fishing, sang out: "All right, come along, we'll In the North, the travel through snow, ice, water, and sludge is easy enough: everybody is used to it, and cances repageurs, paddles, boat-books are all perfect. It cannot be described as a warm amusement; but it is

making her slide brinkly over the snow-covered ice After a few moments travel, the ice broke, and the membe of the press put his foot in it, and his leg too. He was up sgain directly, and the party dashed on, the snow and sleet being severe when down went the member of the express. He had scarcely recovered himself, when his compenion went down again, and the crew looked round rather dismayed, both travelers being wet to the middle, and not half the journey done. In a few moments our subappy confrere plunged in a third time, to his armpits and dragged bimself out with difficulty. The chief boat man falling in too, it was decided to abandon the ice, and

all four voyagers took to the boat. New difficulty. The ice made a point of breaking when it was wanted to held, but was as tough as a rock when we wanted to broak it. Of course the juvenile beatmen had no are. After some experiments, the mos effective instrument was found to be the beels of the Rate of progress, the other three men pushing, a foot s

pushing into the slush, which the wind had driven into a pretty dense mass, as night set in. A few more strokes which had moved more slowly than ever, on approaching the slush, refused to move at all when we were in it. A forless wind blew directly in our teeth, and jammed us against the edge of the harder ice. Neither paddles nor boat book had the least effect upon the ice or upon the

Some one shouted justily for help. We were within hat ing distance of the Jersey shore. After a moment nating distance of the Jercy shore. After a moment, a voice answered—"Aye, aye." But would anybody come out on such a night? Could they help us? It was necessary to keep moving in order to survive the half hour that we mas: wait at all events. So we tugged at the paddies and boat hook, and made some spissh, and freze our fingers; then should shorewards. At first the answer came as before "Aye, aye." But latterly there was no answer. Storm "Aye, aye." But latterly there was no answer. Storm and night had hid the rhore from ur, it was plain we thought that the above people had gone bome.

"are you going to seave people to freeze to death here!" reared some one.

ne of the boys sat down. I never taw a face so full

sinutes might answer the purpose with a man wet to the rispite when a lend, wild sheet, a cheer, rang from the force. Jove I how we enswered them!

And on they came, pulling like brave follows—stout Art Riccia about—not trusting toomselves in the slush, it creeping round opposite to where we were, and prowing us a repe. It was all they could do to get us us.

throwing us a repe. It was all they could do to get us out.

Half an hour alterwards we were in the warm parlor dear. W— nof liergen Point, to whose extreme kindness we own it that we were able to pursue our journey. Clothed, fed and warmed, we made the acquaintance of a criver named Annanias (no connection with Sapphira) who, for ten dollars drove us to Jersey City, and if he has as hard work to carn every ten dollars as he had to earn that, he will never run any risk of being in the predicament of his libitical namesake.

After the usual detection at the Jersey City ferry—an hour and a half—we arrived in the city half an hour before midnight; making nine bours from Ciffion, Staten Jeland; very profoundly impressed with the advantage of residing in the rural districts.

THE STORM AND THE TELEGRAPH.

It was expected that the violence of the storm would stop telegraphic communication, as the wires suspended on poler are at all times liable to derangement from extreme states of the atmosphere. The telegraph can never be wholly depended upon until the wires are laid under ground, and a little arithmetic would easily prove to the companies that the money spent in one year for

repairs, would be sufficient to permanently locate the

wires under ground in such a manner as to provide

We learn the following facts with regard to the tele-

against all accidents for years to come.

The New York and Boston (House) Telegraph, No. 21 Wall street, worked slowly during the day, but none of the poles were broken down, though the storm was very violent along the route. The America's news from Hali-

House's New York and Washington Printing Tolograph

also worked well during the day.

The 'Merchants' Marine Telegraph to Sandy Hook and the Highlands did not lare so well. Being ex-posed to the full fury of the storm along the matters were there was no means to get at them to repair, as the New Jarsey railroads found it imtinued till a late hour last night. It is generally supposed that several ships are upon the shore, and it was very will probably be repaired to day.

The New England and New York Union Telegraph, No.

23 Wall street, was in good order to the castward. The National telegraph to Washington, No. 23 Wall street, though it worked slowly, transmitted all neces-

street, though it worked slowly, transmitted all necessary messages.

The New York and Eric also worked well.

The New York and Washington magnetic was also stopped from the time the line opened in the morning. It was impossible to tell where the line was broken. No message was gotten through until late in the evening. It could easily have been remedied during the day were the New Jersey Railroad running. As this is the great Southern line all the cities below Washington were cut off.

The New York State Printing Telegraph, No. 234 Wall atreet, was open during the day.

TOTAL STOPPAGE OF THE MAILS.

Up to midnight yesterday, not a single one of the great Northern, Eastern, Western or Southern mails due on Sunday night and yesterday had arrived, with the single exception of the Southern and Washington mail, which came in at 1114 o'clock on Saturday to Jersey City, over the New York and Philadelphia road, an hour and a half behind time. The conductor reported that he had the ongine Pennington, and five passenger cars well filled, with

The Eastern mail due at 4 o'clock yesterday morning, over the New Haven roads did not arrive yesterday at all. Great efforts were made to clear the track, with but Pule success, as the wind drifted the snow back upon the cleared spots and the work had to be done over sgain. Last evening, at 5 o'clock, a train left the depot in Canal street, but what success it had we could not

The train on the Eric road due at 11 o'clock on Sunday evening had not arrived last night, nor any of the four trains due yesterday. Most of the locomotives were out on the road snowed in. A passonger train was at Patterson at neen unable to preceed, and finally succeeded in bringing the train to Jersey City. No trains were sent out during the day, nor will any leave before this evening. A large force of laborers will be put on to day. The telegraph is down across the river, and messages have to be sent to Jarrey City.

On Sunday there was no trains run on the Hudson River road, and consequently no trains were detained. An at-tempt was made to clear the track yesterday, but it was found not to be leasible. This morning a large force of laborers will be put on, and if possible the 11:40 A. M. train from this city will icave the Thirty-first street depot. No trains are to knew Albany until the New York trains get through.

The Long Island Railroad stopped rouning, and it is a doubtful matter whether it will get started again in a month.

month.
To rum up with regard to the mails, there were none arrived or left the city yesterday.
The following mails had not been received up to half past ten last night:
From Bosten, due about 6 A. M., and 5% P. M.
From Philadelphia, due about 5% A. M., noon, 7 P. M., and 9% P. M.
From Albany, due about 11:50 A. M., 3:10 P. M., 5 P. M., and 10:45 P. M.
From Chattam Four Corners, due at 4 P. M.
Erre Railroad, due 18th, at 3 P. M.; 19th at 7 A. M., 10% P. M., 7 P. M., and 10% P. M.

# THE THEATRES LAST NIGHT.

The Italian Opera season at the Academy of Music was announced to commence last evening, under the direc tion of Mr. Strakosch, with Parodi as Lucrezia Borgia, and a very large number of places had been secured in advance, but on account of the severity of the storm the init'al representation has been postponed till Wednesday. The Opera is too delicate a plant to flourish in such weather as we had yesterday.

BROADWAY THEATRE.

Perhaps no stronger proof could be given of the popularity of Mr. Forrest than the crowded house which attended his representation of "Macboth" last night. The reverity of the weather appeared to have no terrors for sentation of the fair sex. The play selected is one of Mr. Forrest's favorite please, and it is sufficient to say that he fully sustained the reputation be has acquired, by his performance of the principal character. His first appearperhaps, one of the most gratifying compliments which he could have received, particularly as one half the places of amusements in the city were closed for want of

NIBLO'S GARDEN. The performance for the first time in this theatre of the Mountain Sylph" was attended by a rather small audience. This, however, did not interfere with the suc cess of the piece itself, which, so far as the representation was concerned, was describe of all the appliance it received. The "Mountain Sylph" is, as the bills inform us, a romantic grand opera, in three acts, by John Barsett, and depends to a great extent for its success upon its scenic effects and transformations. The scenery very brilliant, and the transformations were accompliabed with a rapidity that had something like magic in it. Miss Louiss Type played and sang the part of Rolls, the "Mountain Sylph," with her usual success, and was well sustained by Mr. Gullmette, Mr. Hornoastic and the

BURTON'S THEATRE. An adaptation of the "Marble Heart," entitled "Virtue and Vice," was anseumeed to be performed at this theatre last night. In consequence of the storm Mr. Burton con cluded not to open his theatre, and the pleasure neckers had to go clrewhere. "Virtue and Vice" is announced

Buckley's was also closed. WALLACK'S THEATER.

In consequence of the closing of the other places of amurement on Broadway, this bijou theatre secored an andience of some four hundred persons, about lifty of when were females. "Hiswatha" and a pretty buriette entitled the "Mischief Maker" were performed, also a farce with the suggestive little of "Cool as a Cocumber."
The actors all shivered through their parts very creditably, and the audience at one time mustered force enough to encore a song of Mrs. John Wood.

BOWERY TREATRE. John Brougham had a capital house last evening, con-

sidering the state of the weather, the attractions being St. Mare," and the "Guemaker of Moscow." The par quette was full, a good sprinkling of ladies in the dre circle, and the rest of the theatre very tolerably all-particularly the second tier. The same programms

DAMAGE TO THE CROTON MAIN PIPE. The Crotin main pipe in Third avenue burst yesterday ng down the avenue in a stream like a small river, until reached the bollow near Jones' Wood, where it ran off For five blocks' distance below Eighty first street, the water, snow and fee were eighteen inches deep, affording spiendid amusement for the small boys of the neighbor-

ACCIDENTS.

FOUND PERISHING FROM COLD. An unknown man, about thirty years of age, was found late on Sunday night, lying insensible in Twenty-fourth street, near Third arenue. His face and hands were frozen, and he was unable to speak. The police conveyed him to Bellevue Hospital, where he died at noon yesterday.

About 12 o'clock the same night, an elderly man, named Joseph Swift, was found by the Fifth ward police, exhausted and perinbing, in an area in Wort Broadway was taken to the station house and properly cared for.

THE SNOW STORM IN BROOKLYN. The snow drifted in heaps of two to four and five feet

n depth in some localities, while other portions are bare, and cobble stones and flarging of the sidewalks visible Pedestrianism was anything but pleasant during the morning hours, and riding not any better. Vehicles had hard work to get along with double teams, and were frequently stalled in the heavy drifts. The railroads are so

compactly covered that it will take a day or two's hard work before the cars can be placed in running order. Slages and sleighs were substituted, which were filled to their utmest capacity. The wheeled vehicles exceeded the sliding ones, being more easy to drag over the bare

Some little damage was done by the wind, but nothing of serious import. The roof of a shed in Fulton avenue was blown across the street, and several signs were demolahed, while some chimneys were divested of their

the cold A soldier named Timothy Grady, was ploked sp on the ice in Buttermilk channel, by officer Humphrey, of the Taird district police. He was on the way to Governor's Island, when he was prostrated by the intense cold; his face, hands and feet were badly frost butten.

soseph McCanning was picked up in Scuth Brooklyn in a similar state, by officer llowdell; and Amos Paul was found benumbed in Court street, near First place. They were all taken to the Third district station house, and provided for.

REPORTED LOSS OF THE SHIP JAVA IN THE LOWER BAY.

There was a report in town yesterday that the ships Java, Capt. Taylor, from Giasgow, which arrived in the lower bay on Saturday last, and anchored near the East Bank, where she remained until Sunday night, went ashore during the gale on the cast end of Staten island,

The Java was owned by Mossrs. Dunham & Dimon, of this city, and had a valuable cargo on board. She was a good vessel, and is insured in this city.

No less than four steamships are now due at this port from Europe, and all of them are probably off the coast, waiting an opportunity to get in, viz.:—The Washington, from Bremen and Southampton, December 31; the Loopold First, from Southampton, December 27; the Tompest, from Glasgow 26th, via Greenock 28th; and Hammonia, from Hamburg, 26th. The steamship Black Warrior, from New Orleans and Havana, is also due.

THE WEATHER ELSEWHERE. The weather yesterday was the collect of the season, the thermometer marking 22 degrees below zero. Tocay the thermometer stands at 15 below, and it has been showing violently and blowing a terrible gale from the feast.

At Quebec yesterday the thermometer was 30 de-grees below zero. A furious snow storm commonded early this morning, and the snow is pited up in drifts, rendering the reads almost impassable. The thermometer marks 6 degrees below zero.

almost impassable. The thermometer marks 6 degrees below zero.

PROVIDENCE, Jan. 19, 1857.

The storm of Sunday night and to day was very severe at Newport. The bark Lucy Ann, from Matanass fer Bostes, which put into that port on Tuesday last, dragged ashers near Fort Adams, and lies in a precarious situation with three feet of water in her hold. Assistance had been sent to try and save the vessel and cargo Captain Allen is subore sick. The snow is two feet deep here, and all communication is interrupted. No trains have gone out and none have come in. The snow is suit drifting.

This place is blocked up with snow. No trains through.

The mail from the Vineyard reached here on Saturday evening, but nothing from Nantucket. The forey book between New Hedford and Fair Haven is frozen up in the river. The locomotives from Tanaton attempted to brook out the road this afternoon, but failed, the drifts in some places being as high as the amoke pipe.

in some places being as high as the smoke pipe.

Bosron, Jan. 19, 1357.

We were visited last night with the most tempostatom storm that has occurred in this vicinity for years. A large quantity of snow fell, which was piled up in huge drifts by the tremendous gale with which it was accompanied. The streets were blocked up.

Tax o'Chook P. M.

Some trains from suburban towns with extra curiace, have made a passage to the city, but up to 7 F. M.
railroad communication had not extended over thirty miles. No trains have arrived from Springfield or Fortland on the Boston and Worcester and Eric roads. The trains from here old not leave, the super intendants deeming it useless to encounter the drifting mow. Head anxiety is felt about the shirping off the coast, but ne serious disnaters are yet reported.

Springering, Mass., Jan. 19, 1567.

serious disasters are yet reported.

SPHIMPHELD, Mass., Jan. 10, 1567.

A revere snow storm, accompanied by a hurricane, commenced here last night. The train for Albany left, the storm short seven o'clock this morning, and stuck in the crift at Westileid, nine miles distant, where it still remains. Engines have been sent from here to extricate it. The train for Boston left here at hair past seven o'clock this morning, and arrived at Worocater at quarter past twelve. There is no chances for its roturn, however, active North track is impassable at precent. No train left Boston for New York or Albany to day until haif past one o'clock in the evening; this got as far as Tremont street in Boston, where it still remains. Only one train from Hartford arrived here to day, and it was several hours behind time. The quarter past eight o'clock morning train from Albany had got but eight miles on the way at last accounts. It is presounced the most severe snow term storm store the one of 1850. It is still amoning here and

Mrw Haven, Jan. 19, 1857.

The cold was intense here yesterday, and the thermometer registered 6 degrees below. The Rev. Mr. Eustie' church steeple, next to the railroad depot, was blown down about two o'clock this morning. It went through the roof, and crushed the gallories and seats on the first floor. Damage 85,00. The Hillhouse Public School was set on fire last evening, but was saved Pamsge 8300. All travel is suspended.

Where River Juscinos, Vt. Jan. 19, 1857.

White Rives Juscitos, Vt., Jan. 19, 1857.
The thermometer yesterday morning stood as twosty-seven degroes below zero, and at Woodstock thirty degrees below. At the latter place a severe snow storm commerced at soon yesterday, which still continues.

The storm continues with unshead violence. The Cleveland express train over the Central road is just in, eight hours behind time. The snow drifts between here and Schenectady are between five and six feet deep. As emailes has just arrived from Troy, but no train yet. The drifts of snow are very deep North.

WATERTOWN, N. Y., Jan. 19, 1557.
In this village yesterday all the mercury thermometers congested at about 37 degrees below. A spirit thermometer registered 40 below.

Oewsoo, Jan. 19, 1357. Oww.oo, Jan. 19, 1857.
The weather here has been extremely cold for the last three days. The thermometer at 8 A M, yesterday stood at 18 degrees below zero, and at 8 o'clock this morning 3 degrees below.
At Ogdenburg, yesterday, it was 36 degrees below.

At Ogdenaburg, yesterday, it was 36 degrees below, and at Watertown 86, below. and at Watertown Sc, below.

Utics, Jan. 19, 1857.
It snowed very heavily here all the morning, and the weather was very cold with a strong wind from the west. The weather during the day give milder, and at 4 C. M. the thermometer was five dgrees above zero.

Yesterday was the coldest of the season, and the thermemeter was 8 below. It has moderated to day to about 5 above. This morning there was a slight half of snow. The mails frem the West are very irregular.

Of degrees below mee.

Circinnary, Jan. 12, 1957.

Last night was the coldrel of the measur. At 3 o'o're this mosning it was 4 degrees below mero. This event the thermometer marks 15 above. Thore is no mark 15 above.

The ice in the river is a foot thing.

the lee in the river is a fost time.

The roow is about eighteen makes or true lost deep of a level, and lour feet in the ordina.

The roow is about eighteen makes or true lost deep of a level, and lour feet in the drifts.

There are no trains from the North or likely to be for some time. The agent things he will shart a train for failtimore at three o'clock this alternoon. No omitioused or backs are out. There will probably be no train from the South. No connection yet with Alexandria.

The volume of the North or South to day. It has stopped enowing, and there is a cold northwest wind bowing. A train leaves here to morrow morning for the North. The train which left latitmore at five o clock has not arrived here at 9 P. M.

Snow fell very heavily here all lest night, accompanied with a violent gale. The drifts in some places are six and ten feet deep. On a level the snow is about two feet deep. The streets are impassable for vehicles. The tremmetter redicates 14 degrees above zero. The train which left washington lest night has just arrived.

Washington last night has just arrived.

The streets which commenced here yesterday still con-

Washington last night has just arrived.

PHILAGELFRIA, Jan. 19—12 M.

The storm which commenced here yesterday still continues. No trains have arrived or departed since yesterday meeting. The train for Ballimore only got as far as Chemer. The New York Pilot line has not yet been heard

Trons.

The storm has disarranged political affairs at Harristong. The State Treasurer was to be elected to day, but thirty members touled the speakers of book Heuses, were defained here; and as the telegraph wires are down there is anxiety to learn the result. It is supposed that there was not a quotum. The grand imaguration ball of the Philadelphia Academy of Music is postposed this there was not a quotum the grand in anguration ball of the Philadelphia Academy of Music is postposed this work of the Agricultural Recient with cer and many members of the Agricultural Recient and caland here. No traits had been sent in any directom to day, and none will be sent antil those day arrive.